(ii) One first-cum-sleeper class coach which was running between Coimbatore-Trivandrum by 6347/6348 Trivandrum-Canannor Express and 513/534 Mettupalaiyam-Trichur/Shoranur-Mettupalaiyam Passengers. This coach was withdrawn w.e.f. 1.1.1999 because 6347/6348 Express was converted to air brake and attaching the vacuum brake slip coach was not technically feasible.

(c) There is no such proposal at present.

Running of trains with Coal, Diesel and Electricity

†5140. DR. D. MASTHAN:

SHRI RAJ MOHINDER SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of trains being run by the Railways with coal, diesel and electricity, separately, giving the number of passengers as well as goods trains, separately, out of them;

(b) whether the cost of running trains with each of the above means of energy varies; and

(c) if so, what was the cost of running trains with each of the above fuels during 1999-2000, on the basis of prevailing prices?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The traffic share of each mode of traction is worked out by the Railways in terms of million gross tonnes kilometer (GTKM). The percentage of freight and passenger traffic on Indian Railways carried by steam, diesel and electric traction during the year 1998-99 was as under:—

(In Rs. per thousand gross tonne kilometres)

	Passenger	Freight
Steam	0.03	0.00
Diesel	56.38	40.60
Electric	43.59	59.40

(b) and (c) Yes, Sir. The assessment in operational expenditure of the trains run by the various modes of traction is made in the form of line haul cost.

†Original notice of the question was received in Hindi.

The line haul costs for passenger and goods services for diesel and electric traction (BG) in terms of rupees per thousand gross tonne kilometres for the year 1999-2000 are not available. However, the line haul cost on the above services for the period 1997-98 (latest figures available) is as under:

(In Rs. per thousand gross tonne kilometres)

	Passenger	Freight
Diesel	115.18	80.59
Electric	138.46	76.61
Steam	Not available	Not available

Royalty from A.H. Wheeler & Co.

5141. SHRI P. SOUNDARARAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a royalty at the rate of three to four percent on the gross sales turnover is being recovered from M/s A.H. Wheeler & Co. for the last more than fifty years continuously; and

(b) if so, what are the detailed reasons for not increasing the rate of royalty to the extent of 12 per cent on the gross sales turnover, as was done in the case of catering/vending stalls, recently?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) and (b) No, Sir. The royalty of M/s. A.H. Wheeler & Co. had been reviewed from time to time and royalty at the rate of 4% on sales turnover is being charged at present.

Intercity Train between Gwalior and Indore

5142. SHRI C.M. IBRAHIM: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a decision was taken to start an Intercity train No. 1141-1142, to and fro Gwalior and Indore, w.e.f. July, 1999;

(b) whether the same was deferred consequent on need for additional rakes, engines and services in connection with Kargil operations last year; and

(c) whether, now that the Kargil operations are over, long back the said decision would be implemented; if so, from which date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS